

	(10 entries.)		
	POOL.		
Mr. E. F. Mackay.....	95	9	86
Hon. J. Thurburn.....	101	13	88
Mr. G. Stewart.....	97	4	93
	(10 entries.)		

HONGKONG
BUSINESS DIRECTORY.

AUCTIONEERS, &c.

PAUL BREWITT.
2, Zeland Street, Auctioneer, Appraiser
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HUGHES & HOUGH.
Auctioneers to the Government, and Share
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THE WESTERN HOTEL.
Excellent Accommodation. \$2.50 per day.
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"DAILY PRESS" OFFICE.
The only office in China having European
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Contractor, 30, D'Aguiar Street. Local
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Mechanics engaged, Estimates given.

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THE PHARMACY.
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Dispensing Chemists, Wines, Spirits and
Cigars.

THE VICTORIA DISPENSARY.
Chemists and Druggists, High-class Aera-
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Queen's Road Central, Cigars, Aerated
Waters, Wines, Beers, Spirits, etc.

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KUHN & KOMOR.
Fine Art, Japanese and Chinese Curios,
21 and 23, Queen's Road, Hongkong,
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China Porcelain, Crockery Ware; 59a,
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WONG HONG.
Surgeon Dentist, 50, Queen's Road Central.

WONG TAI FONG.
Surgeon Dentist, 24, Bank Buildings,
Opposite Hongkong Hotel.

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Milliners, Silk Mercers, Haberdashers.
Low Prices; 37, 39, Wellington Street.

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Tailor, Draper and Outfitter; 67 and 69,
Queen's Road.

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SPERRY FLOUR COMPANY.
Proprietors of the following Celebrated
Brands of Flour: "Sperry's xxx,"
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"Anchor," &c.
WILLIAM WHITLEY, Manager.

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A CHEE & CO., Established 1859.
Every Household Requisite. Depot for
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LI KWONG LOONG.
Cabinet-maker, Furniture Dealer, Art De-
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SUB-AGENTS LIPSON, LD.
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Provision and General Merchants.

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Jewellers, Gold and Silversmiths, Watch-
makers, Japanese Curios and Blackwood
Furniture. Opposite Post Office, 36,
Queen's Road Central.

MAISON LEVY HERMANOS.
Diamond Merchants and Watchmakers, 40,
Watson's Building, Queen's Road. Also
at Shanghai, Manila, Paris and Iloilo.

WAH LOONG.
Gold and Silversmith, Silk Dresses, Crêpe
Shawls, Ivory, Lacquerware, Etc.
Cigars, Bristles, Human Hair, Etc.
there; 88, Queen's Road Central.

THE LIGHT OF THE FUTURE
EASTERN ACETYLENE LIGHTING
COMPANY, Head office, 62A, Queen's
Road Central. Fittings of every des-
cription for the ACETYLENE LIGHT at
lowest rates.

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Dundell Street, Agents for American and
European Export Houses.

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A FONG.
The largest and most complete Studio in
Hongkong. Established 1859. Views,
Enlargements, Ivory Miniatures, Oil
Paintings, &c., Ice House Street.

IE HING.
Enlarging, Developing, Printing, Photo-
rate Rates, 25a, Queen's Road East.

MEE CHEUNG.
Ice House Street, Top Floor. Permanent
Enlargements, Groups, Views, etc.; Devel-
opment Works. Amateurs' Requisites.

EM. MUMEYA, JAPANESE ARTIST.
Bromide and Crayon Enlargements. Work
done for Amateurs; 4a, Queen's Road, Cl.

HONGKONG
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H. YERA.
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Amateur's Requisites a Specialty.

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Proofs read by Englishmen.

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Rattan Furniture, Bamboo, Blinds, Mat-
tresses all Colours; 59A, Queen's Road Cl.,
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Dealer in Chinese, Indian and Japanese
Goods, Silks, Woolens and Cashmere
Shawls and other Sundry Goods; 4,
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WASSIAMULL ASSOMULL.
Wholesale and Retail Importers and
Exporters, India, Chinese and Japanese
Silks, Cashmere Shawls and Ceylon
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FR. BLUNCK.
Exporters of Real Hand-made Torchon Lace
in Silk, Linen and Cotton, Grasscloth and
Silk Embroideries, Hand-made Silk
and Linen LACE Curtains made to
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BLACKHEAD & CO.
Navy Contractors, Shiphandlers, Sail-
makers, Provision and Coal Merchants,
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Shiphandlers, Sailmakers, Hardware,
Engineer Tools, Brass and Iron Mer-
chants, 144, Des Vaux Road.

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Shiphandlers, Sailmakers, Riggers, Com-
mission Agents and General Store-
keepers, 43 and 45, Praya Central.

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R. HAUGHTON & CO.
Naval, Military and Court, 16, Queen's Road,
Opposite Kuhn's Curio Store.

HUNG YUEN.
Outfitters, Shirt Makers, Hatters, Hosiers,
Drapers, 85, Queen's Road, Central.

TAK CHEONG.
Tailors, Gentlemen's Outfitters, Hatters,
Hosiery and Drapers. Chinese Silk of
all kinds, 50, & 52, Queen's Rd. Central.

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Outfitters, Piece Goods, Underwear, Shoes,
Hats, Silk Handkerchiefs; Opposite Post
Office, Queen's Road Central.

TOBACCONISTS

D. S. DADY BURJOR. "Los FILIPINOS."
Importer of the Best Manila Cigars; 25,
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Wholesale and Retail Havana and Manila
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VICTORIA CIGAR DEPOT.
1 and 2, Lecky Street East. AGENTS FOR
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**AND ENGINE WORKS,
NAGASAKI.**
CODE WORD: "DOCK," NAGASAKI.
A.I. A.B.C. Scott's and Engineering Codes
Used.

DOCK No. 1 (at TATEGAMI).
Extreme Length... 523 feet.
Length on Blocks... 513 "
Width of Entrance on Top... 89 "
Width of Entrance on Bottom... 77 "
Water on Blocks at Spring Tide 264 "

DOCK No. 2 (at MUKAIJIMA).
Extreme Length... 371 feet.
Length on Blocks... 350 "
Width of Entrance on Top... 68 "
Width of Entrance on Bottom... 53 "
Water on Blocks at Spring Tide 22 "

PATENT SLIP (at KOSUGE).
Can take vessels up to 1,000 tons gross.

THE WORKS are well equipped with the
latest improvements and can
execute any kind of work in SHIPBUILD-
ING and MARINE ENGINEERING as well
as in REPAIRING OF SHIPS.

THE COMPANY has a POWERFUL SAL-
VAGE PLANT READY AT SHORT
NOTICE. [1619]

COLD STORAGE.

THE HONGKONG ICE COMPANY, LIMITED
is now prepared to receive perishable
provisions for Cold Storage at EAST POINT at
Moderate Rates.

W. PARLANE,
Manager.
Hongkong, 17th February, 1899. [89]

Q. U. A. N. W. A. H. & CO.,
LEADERS IN
ITALIAN MARBLE AND GRANITE
MONUMENTS.

DESIGNS & PRICES ON APPLICATION
at No. 1, Queen's Road East, Hongkong.
Hongkong, 17th October, 1899. [1899]

EM. MUMEYA, JAPANESE ARTIST.
Bromide and Crayon Enlargements. Work
done for Amateurs; 4a, Queen's Road, Cl.

AN AMERICAN CORRESPONDENT
ON WOMEN MISSIONARIES.

In a recent number of the *Daily Mail* Mr. Julian Ralph, the well-known American correspondent, writes strongly on the subject of "Women who make Trouble," as he heads his article. He says:—

Antedating the Boxer outbreak in China by many years were the frequent and wide-spread assaults upon and manifestations against the Christian missionaries. Though foreign interference in Chinese affairs brought the soreness against foreigners to a head, that irritation began with antagonism to the missionaries. The Chinese officials worked upon this hostility to bring about the present outbreak. And the chief victims and sufferers by this uprising have been the missionaries and their native converts. The Christian Churches everywhere should ponder these facts, and doubtless will do so, in order to arrive at a means of conducting their labours in the future in such ways as to minimise the irritation they must cause among a people so conservative and tenacious in preserving their customs and superstitions as the Chinese.

I was told in China that I had studied the relations of the missionaries to the natives so as to be able to present the facts in a light in which they had not been viewed by the sponsors for the missionaries of Christendom. It was urged that much good would come of it if I would make public my views and impressions. It was a sage, a vigorous and a successful missionary, at the head of a large school for Chinese children, who tried to persuade me to breach this most delicate subject. He knew that I had crossed the Pacific with more than a hundred English and American missionaries, and that, afterwards, I had made two or more journeys into the interior, and had met many missionaries and questioned some very shrewd Chinamen upon the extraordinary enmity to the missionaries of the highest as well as the humblest people of China.

It was upon my return to the treaty port after a second journey inland, that this broad-minded missionary asked me what I thought of the missionaries and their methods. I at first declined to answer him. This was because, in my talks with other missionaries of narrower mental grasp, I quickly saw that my point of view was not theirs.

Instead of arguing or meeting fact with fact, they usually took the ground that whoever criticised them had imbibed the prejudices of the white people in the treaty ports. This was not at all my case, but it appeared peculiar that there should be such a prejudice. It also seemed that if the missionaries knew that their own fellow-countrymen found fault with them they should inquire closely into the reason and try to remedy it.

I had done very little talking with these white critics, because it is their habit to crystallise their fault-finding in two charges—first that the missionaries manage to live very well wherever you find them, and second, that they "make all the trouble there is in China."

It is not a rational point of criticism that missionaries live comfortably. To begin with, they do not have the means to pamper themselves; and, again, the better they live the more favourably they impress all Orientals. I admit that wherever I saw their homes they were decent, and they had plenty of servants—who are dirt cheap over there. But when I compared their poor comforts with the dangers by which they were surrounded I could only be glad things were not worse with them. However, the question to be met is not how comfortable they are, but how do they conduct themselves towards the natives? It is well that they should have good homes and servants aplenty to "keep their face" in China, but it is very, very ill indeed if their conduct or relations with those strange people shame them in the public sight.

Fearing that my friend would misunderstand my criticism, I refused to make it, but he persisted, and assured me that I would not offend him.

"Well, then," said I, "I will tell you honestly what I have seen and heard and what deductions I have drawn."

"First of all, men too often volunteer as missionaries to satisfy their own needs instead of being carefully selected to satisfy the needs of the Chinese. In America the men who are sent out as missionaries are too frequently persons who have failed in other walks and who take to this work as a last resort, as a certain means to get an income, and because they thus cease to shift for themselves and have a Church or rich society to lean upon. I do not criticise the men for this; it is the system that is at fault."

"On the ship bound for China I was struck in the mediocre mental character of too many of the men. They were often villagers and men of the narrowest horizon. It was these who declared what they would do and have and would not have when they reached their stations—as if the Christianising of an ancient, polished, and a highly cultivated race was to be carried out by a word of command instead of by the most sage, deft, tactful, and sympathetic means. 'I'll have no convert' who permits his wife to cramp her feet," said one, and that fairly illustrates the mental attitude towards their work of too many whom I met. Small feet, concubines, even

the reverent regard of all good Chinamen for their ancestors were to be instantly discontinued, before the true modes of life and worship were established in their places.

"When I travelled in China I found that the ablest and broadest Chinamen could not understand or justify the behaviour of our missionaries—proper as it was to our way of thinking. If these able Chinamen were confounded by what they saw, it is easy to understand the source of the hostility of the peasantry. In China a woman never may reveal the outlines of her body. To do so is indecent beyond the excesses of the most dissolute of the sex. Innocent and beautiful statues of the nude are viewed with disgust in China. The ladies cover even their hands; their faces may only be seen with difficulty through the lattice shades of their sedan chairs. The poorest women, who work out of doors, reveal only their hands and faces. Fancy, then, the effect upon the Chinese of seeing the wives and sisters of the missionaries dressed as they would appear at home, in garments which closely follow the lines of the bust and hips.

"And now, as to the relations of the sexes. Women of good repute keep indoors—are kept in, if you please. The missionary women roam freely about as they will. Kissing is regarded as a vicious and an unspeakable act, yet our missionary women kiss their husbands and brothers in the streets when they meet after being parted for a time. In China, when a bride is about to be carried in her 'flower' (her bridal chair) to the bridegroom's house, she has to be borne to the chair by her father. No other male relative has ever touched even her hand for years, not since she was an infant and played with her brother. If she has no father, a brother or an uncle may take the liberty and perform the office of lifting her and carrying her away—because it could not be imagined that any girl would leave her home and people of her own race will, even to be married."

"When people have such notions and customs what do you suppose they think upon seeing our men and women shaking hands, walking arm-in-arm, helping each other over muddy roads, and fondling or handling one another as our husbands and wives are free and right in doing? From what I saw and heard I drew the conclusion that no woman should be sent or should go with our missionaries to China. It is the women who innocently cause a great fraction of the mischief. If any women are permitted to go to China, they should only be such as understand Chinese etiquette, customs and prejudices, and mean to defer to them."

"You are absolutely right," said the able missionary with whom I spoke and whose wife was a Chinese woman. "Now, what about the men?"

"Men," I replied, "should not be sent merely because they are willing to go. The men who are sent should be of exceptionally and peculiar ability, for I know of no more delicate and difficult task than really Christianising—I mean genuinely Christianising—the Chinese. The missionaries should be men born with tact, sympathy, and consideration for those around them. They should be very broad-minded, and should approach the Chinese with respect for their great qualities and wonderful history and achievements. They are by no means a decayed or stagnant race like the people of India. They are still intellectual, quick, and shrewd; and as they are the most polite, formal, and ceremonious people on earth, the missionaries should be able to blend their manners with those of their neighbours. They should learn the languages (both written and spoken), master the religion, and know as much as possible of the history and traditions of the people, in order to discuss intelligently every new principle they advocate."

"But in the first sentence I spoke all that I think. Our missionaries should be sent to meet the needs of the Chinese, and not to satisfy their own needs. Such men will know how to talk with men of the governing classes (now seldom approached) and how to manage or, perhaps, to leave alone the care of the children—which latter work is almost as productive of misunderstanding and trouble as the presence of the missionary women."

My friend agreed with me and entreated me to make these views known. That was six years ago. I have hesitated all that time for fear of wounding many good men and women. But if there is ever to be a time for frankly discussing this question that time is now.

WING CHEONG.

Dealers in
JEWELRY, PEARLS, DIAMONDS,
CURIOUS, JADESTONEWARE, CARVED
IVORYWARE, SILKS, and GRASS
CLOTHS.

GENERAL EXPORTERS.

We beg to inform the Ladies and Gentlemen of this Colony that we commenced Business on the 11th April, 1900, and we solicit their kind patronage.
Nos. 1 & 3, D'AGUIAR STREET.
Behind Hongkong Dispensary.
Hongkong, 5th April, 1900. [2581]

DAVID CORSE & SON'S
MERCHANT NAVY
NAVY BOLLED
LONG FLAX
RELIANCE CROWN
TARPAULING
ARNHOLD, KARBURG & CO.
Sole Agents.

NOW READY.
"MOUNTINGS OF THE NAVAL
GUNS and their Subsequent Use
with the
LADY SMITH RELIEF COLUMN."
Being a Lecture by
CAPTAIN PETER SCOTT,
R.N. C.B.,
and
CAPTAIN A. H. LIMPUS, R.N.
(of H. M. S. Terrible).

The book is printed on art paper, and illustrated with coloured maps and sketches.
Prices \$1 and \$1.50

INTIMATIONS

HONGKONG JOCKEY CLUB.

NOTICE.

THE ANNUAL GENERAL MEETING
of Members of the above Club will be
held in the CITY HALL on SATURDAY, the
13th October, at 12 o'clock NOON,
By Order.

T. F. HOUGH.
Clerk of the Course.
Hongkong, 29th September, 1900. [2558]

HONGKONG JOCKEY CLUB.

NOTICE.

**AN EXTRAORDINARY GENERAL
MEETING** of Members of the above
Club will be held in the CITY HALL on
SATURDAY, the 13th October, at 12.15 P.M.,
for the purpose set forth in the Notices that
are being posted to the Members.
By Order.

T. F. HOUGH.
Clerk of the Course.
Hongkong, 29th September, 1900. [2559]

OWNERS OF HOUSES situated in the
Central Division of the City of Victoria
and in the Western Division of Kowloon,
who have not had their premises LIMED, WASHED,
and CLEANSED in accordance with law, are
reminded that the period during which the
work should be finished ends on the 31st day
of October, 1900, and the Sanitary Board being
convinced of the necessity of cleanliness in its
efforts to stamp out plague, is determined to
rigorously prosecute any owner in default after
the above named date.

The Central Division of the City lies between
Garden Road on the East and Morrison Street
and East Street on the West. The Western
Division of Kowloon is all that part of the
Kowloon Peninsula to the West of Robinson
Road and includes Tsim Sha Tsui, Yau Ma Tei,
Mong Kok Tsui, Tai Kok Tsui and Sham Shui Po.

By Order of the Board.
G. A. WOODCOCK.
Acting Secretary.
Hongkong, 1st October, 1900. [5248]

IMPERIAL BANK OF CHINA.

NOTICE.

WHEREAS THE IMPERIAL BANK
OF CHINA'S Premises in Peking
have been destroyed by the Rebels and the
following UNISSUED NOTES represented on
the face thereof to be payable at its Office in
Canton in CHING-PING TSU-YIN currency,
have been STOLEN therefrom:—
100,000 Notes of 5 Mace each—
Nos. 0001 to 100,000.
100,000 Notes of 1 Tael each—
Nos. 0001 to 100,000.
20,000 Notes of 5 Taels each—
Nos. 0001 to 20,000.
10,000 Notes of 10 Taels each—
Nos. 0001 to 10,000.

The Public are hereby cautioned against
purchasing or dealing in any way with such
Notes, as the Bank accepts no liability for the
same.

By Order of the Board of Directors.
For the IMPERIAL BANK OF CHINA.
(Sgl.) **A. W. MATTHEW.**
Acting Chief Manager.
Hongkong, 20th September, 1900. [2456]

MITSUI BUSSAN KAISHA
No. 6, ICE HOUSE STREET, PRAYA CENTRAL.

Head Office—TOKIO.
Branch Office—LONDON, NEW YORK, BOM-
BAY, SINGAPORE, SHANGHAI, TIENT-
SIN, NEWCHANG, and all Ports in
JAPAN.

AGENCIES:
Mitsui Coal Mines,
Kamaoka Coal Mines,
Hokoku Coal Mines,
Yoshimoto Coal Mines,
Onohara Coal Mines,
No. 1, Ohtsuki Coal Mines,
Ichimura Coal Mines,
Kishimura Coal Mines,
Yoshio Coal Mines,
Yamano Coal Mines,
Manoura Coal Mines.

The Osaka Shosen Kaisha, Limited,
Tokio Marine Insurance Co., Limited,
Meiji Fire Insurance Co., Limited,
Kaneaguchi Cotton Spinning Mills,
Shanghai Cotton Spinning Mills,
Tokio Cotton Spinning Mills,
Onoda Cement Company,
Imperial Government Paper Mills.

MITSUI BUSSAN KAISHA.
M. FUJISE,
Manager.
Hongkong, 19th August, 1899. [137]

CARTRIDGES.

NOBEL'S SPORTING BALLISTITE.
Absolutely Smokeless and Water-resisting.
THE BEST NITRO-POWDER IN THE WORLD.
PRICE OF 12-BORE CARTRIDGES—
Loaded with With Powder
Powder only. and 1 oz. of Shot.

Primrose Cases ... \$5.65
Pegamoid Cases ... 6.25
Ejector Brass Cases ... 6.90
5 per cent. discount on orders of 1,000 and over.

Apply to
Wm. SCHMIDT & CO.,
Gunmakers,
Hongkong.
Hongkong, 27th July, 1897. [187]

LOONG FI HORSE REPOSITORY.
SITUATED at No. 2A, MATHESON
STREET, near the No. 1 Police Station.
CARRIAGES for HIRE at Cheap Rates.

Apply to—
MANAGER.
Hongkong, 1st September, 1900. [2324]

FOR SALE.

WOOD OIL.
TRADE MARK.
HOP LOONG & CO.,
27, Hollywood Road, Hongkong.

NOTICE OF REMOVAL.
THE Offices of the
HONGKONG DAILY PRESS,
CHUNG NGOI SAN PO.
CHRONICLE & DIRECTORY,
have this day been removed to
14, Des Vaux Road, CENTRAL.

Entrances: "E" Office, behind Messrs. Shewan,
Tomes & Co.'s premises.
Hongkong, 1st May, 1900.

NOTICE TO CONSIGNEES.
"AGAMEMNON"
are hereby notified that the Cargo is being dis-
charged into Craft, and/or loaded at the Go-
downs of the Hongkong and Kowloon Wharf
and Godown Company; in both cases it will lie
at Consignees' risk. The Cargo will be ready
for delivery from Craft or Godown on and after
the 5th instant.

Optional cargo will be landed unless notice
has been given prior to steamer's arrival.
Goods undelivered after the 12th instant will
be subject to rent. All damaged Goods must be
left in the Godowns, where they will be
examined at 11 A.M. on the 9th instant.

BUTTERFIELD & SWIRE.
Agents.
Hongkong, 4th October, 1900. [2569]

**INDO-CHINA STEAM NAVIGATION
COMPANY, LIMITED.**
FROM CALCUTTA, PENANG AND
SINGAPORE.

THE Company's Steamship
"SUISAN,"
having arrived from the above Ports, Consignees
of Cargo by her are hereby informed that their
goods will be delivered from along-
side.

Cargo impeding the discharge or remaining
on board after 4 P.M. the 9th inst., will be
landed at Consignees' risk and expense into
Godowns at East Point.

No Fire Insurance will be effected.
Bills of Lading will be countersigned by
JARDINE, MATHESON & CO.,
General Managers.<

VESSELS ON THE BERTH

U.S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.
CHINA (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) SATURDAY, Oct. 13, at Noon.
CITY OF RIO DE JANEIRO (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) THURSDAY, Nov. 8, at Noon.
CITY OF PETERSBURG (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) TUESDAY, Dec. 4, at Noon.

THE Company's Steamship "CHINA" will be despatched for SAN FRANCISCO, VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA, AND HONOLULU ON SATURDAY, the 13th October, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER AND RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of \$4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER AND RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to passage and Freight, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN,

Hongkong, 10th September, 1900.

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, AND SOUTH AMERICA.

MEXICO, CENTRAL AND SOUTH AMERICA, EUROPE, VIA THE OVERLAND RAILWAYS AND ATLANTIC AND OTHER CONNECTING STEAMERS.
VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.
DOMIC (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) TUESDAY, Oct. 23, at Noon.
COPTIC (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) SATURDAY, Nov. 17, at Noon.
GAELIC (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) TUESDAY, Dec. 11, at Noon.

THE Company's Steamship "DORIC" will be despatched for SAN FRANCISCO, VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA, AND HONOLULU ON TUESDAY, the 23rd October, 1900, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passenger Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates and particulars of the various Routes may be obtained upon application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, to embark at San Francisco for China or Japan (or vice versa) within one year, will be allowed discount of 10 per cent. This allowance does not apply to through fares from China and Japan to Europe.

All Parcel Packages should be marked to address in full, and same will be received at the Company's Office until Five P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN,

Hongkong, 28th September, 1900.

VESSELS ON THE BERTH

THE OSAKA SHOSHUN KAISHA, LIMITED.

FOR SWATOW, AMOY, AND TAIWANFOO.

THE Company's Steamship
"ANPING MARU."
Captain S. Atami, will be despatched for the above ports on WEDNESDAY, the 17th inst., at DAYLIGHT.
For Freight or Passage, apply to
THE MITSUI BUSSAN KAISHA, Agents.
Hongkong, 3rd October, 1900. [1448]

COMPAGNIE DES MESSEAGERIES MARITIMES.

PAQUEBOTS-POSTE FRANCAIS.

NOTICE.

STEAM FOR
SAIGON, SINGAPORE, BATAVIA, COLOMBO, PONDICHERRY, MADRAS, CALCUTTA, DIBOUTY, COCHIN, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS.
LONDON, HAVRE, BORDEAUX.
ALSO
PORTS OF BRAZIL AND RIVER PLATE.

ON MONDAY, the 22nd October, 1900, at 1 P.M., the Company's Steamship "LAOS," Captain Flaudin, with Mail, Passengers, Specie and Cargo, will leave this port for MARSEILLES via ports of call, WITHOUT TRANSHIPMENT.
Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon. Cargo will be received on board until 4 P.M. Specie and Parcels until 3 P.M. on the 21st October. (Parcels are not to be sent on board; they must be left at the Agency's Office.) Contents and Value of Packages are required.
For further Particulars, apply at the Company's Office.
G. DE CHAMPEAUX, Agent.
Hongkong, 9th October, 1900. [2]

CHINA NAVIGATION COMPANY, LIMITED.

FOR KOBE.

THE Company's Steamship
"CHANGSHA."
Captain Moore, will be despatched as above on TUESDAY, the 23rd October.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE, Agents.
Hongkong, 5th October, 1900. [3635]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at TIMOR, PORT DARWIN AND QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)
THE Steamship
"GUTHRIE."
Captain McArthur, will be despatched for the above ports on FRIDAY, the 26th inst., at DAYLIGHT.
This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.
This Steamer is installed throughout with the Electric Light.
A Stewardess and a duly qualified Surgeon are carried.
N.B.—Return Tickets issued by this Company to and from Australia are available for return by the steamers of the China Navigation Company and vice versa.
For Freight or Passage, apply to
GIBB, LIVINGSTON & CO., Agents.
Hongkong, 5th October, 1900. [2393]

CHINA NAVIGATION COMPANY, LIMITED.

FOR PORT DARWIN, QUEENSLAND PORTS, SYDNEY AND MELBOURNE.

THE Company's Steamship
"CHANGSHA."
Captain Moore, will be despatched as above on MONDAY, the 12th November, at Noon.
The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines. A Refrigerating Chamber carries the Supply of Fresh Provisions during the entire voyage.
A duly qualified Surgeon is carried, and the Vessel is fitted throughout with Electric Light.
N.B.—Return Tickets issued by this Company to and from AUSTRALIA are available for return by the Steamers of the EASTERN AND AUSTRALIAN S.S. Co. and vice versa.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE, Agents.
Hongkong, 5th October, 1900. [3586]

CHINA NAVIGATION COMPANY, LIMITED.

FOR PORT DARWIN, QUEENSLAND PORTS, SYDNEY AND MELBOURNE.

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N.B.—Return Tickets issued by this Company to and from AUSTRALIA are available for return by the Steamers of the EASTERN AND AUSTRALIAN S.S. Co. and vice versa.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE, Agents.
Hongkong, 5th October, 1900. [3586]

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BUTTERFIELD & SWIRE, Agents.
Hongkong, 5th October, 1900. [3586]

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BUTTERFIELD & SWIRE, Agents.
Hongkong, 5th October, 1900. [3586]

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BUTTERFIELD & SWIRE, Agents.
Hongkong, 5th October, 1900. [3586]

CHINA NAVIGATION COMPANY, LIMITED.

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For Freight or Passage, apply to
BUTTERFIELD & SWIRE, Agents.
Hongkong, 5th October, 1900. [3586]

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BUTTERFIELD & SWIRE, Agents.
Hongkong, 5th October, 1900. [3586]

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BUTTERFIELD & SWIRE, Agents.
Hongkong, 5th October, 1900. [3586]

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N.B.—Return Tickets issued by this Company to and from AUSTRALIA are available for return by the Steamers of the EASTERN AND AUSTRALIAN S.S. Co. and vice versa.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE, Agents.
Hongkong, 5th October, 1900. [3586]

VESSELS ON THE BERTH

FOR PORTLAND, OREGON VIA JAPAN.

THE A.I. Steamship

"MONMOUTHSHIRE"
will be despatched on or about the 26th inst.
For Freight and Passage, apply to
T. M. STEVENS & CO., Agents.
Hongkong, 3rd October, 1900. [2570]

TOYO KISEN KAISHA.

TO SAN FRANCISCO VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.
NIPPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) TUESDAY, Oct. 30, 1900, at Noon.
AMERICA MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) SATURDAY, Nov. 24, 1900, at Noon.
HONGKONG MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) TUESDAY, Dec. 18, 1900, at Noon.

THE Twin-Screw Steamship

"NIPPON MARU"

will be despatched for SAN FRANCISCO VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA, AND HONOLULU ON TUESDAY, the 30th October, 1900, at Noon, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER AND RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of \$4 in addition to the regular tariff rate.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to passage and Freight, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN,

Hongkong, 8th October, 1900. [5]

CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE ATCHESON, TOPEKA AND SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM HONGKONG TO SAN DIEGO AND SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.

TAKING CARGO AND PASSENGERS TO JAPAN PORTS AND HONOLULU.
THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, &c.
S.S. "CARLISLE CITY" On 20th Nov. 3,002 Tons.

THE Steamship "CARLISLE CITY"

will be despatched for SAN DIEGO AND SAN FRANCISCO VIA MOJI, KOBE, YOKOHAMA AND HONOLULU, on TUESDAY, the 29th November.
Through Bills of Lading issued to any point in the United States.
Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel Packages will be received at the Office until the same time. All parcels should be marked to address in full. Value of same is required.
Consular Invoices, to accompany Cargo destined to points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.
For further information as to Freight or Passage, apply to
BUTTERFIELD & SWIRE, Agents.
Hongkong, China and Japan.
Hongkong, 5th October, 1900. [14]

FOR EUROPE AND AMERICA, INDIA, AUSTRALIA, &c.

PRIVATE RESIDENTS AT THE OUTPOSTS. A COMPREHENSIVE AND COMPLETE RECORD OF THE NEWS OF THE FAR EAST.

HONGKONG WEEKLY PRESS.

with which is incorporated
"THE CHINA OVERLAND TRADE REPORT."
Subscription, if paid in advance, \$12 per annum.
Postage to any part of the World \$2.

HONGKONG.

Adato, British steamer, 2,145, McIntyre, Oct. 3, at Amoy.
Agamemnon, British str., 4,401, Nish, Oct. 4, at Butterfield & Swire.
Albion, British steamer, 698, Curtiss, Oct. 7, at Jardine, Matheson & Co.
Canton, British str., 1,101, Lawrence, Sept. 13, at Jardine, Matheson & Co.
China, German steamer, 1,113, Voss, Oct. 8, at Siemens & Co.
China, American str., 3,187, Seabury, Oct. 6, at Butterfield & Swire.
Elita-Nosack, German str., 1,103, Bruha, Oct. 9, at Butterfield & Swire.
Empress of China, British str., 3,003, Archibald, Oct. 2, C. P. R. Co.
Energia, British str., 2,063, Chaplin, Oct. 1, at Butterfield & Swire.
Etruria, British steamer, 1,049, Hay, Oct. 8, at Jardine, Matheson & Co.
Formosa, British str., 674, Hodgins, Oct. 9, at Douglas Laiprak & Co.
Hailong, British str., 783, Bathurst, Oct. 10, at Douglas Laiprak & Co.
Hongkong, French str., 892, Pannier, Oct. 10, at A. R. Marty.
Maria de Lorraine, British str., 2,578, Harrison, Oct. 8, at Dulwell & Co., Limited.
Mongkut, German str., 859, Muller, Oct. 10, at Butterfield & Swire.
Oli, British steamer, 1,951, Pinkham, Oct. 1, at Dulwell & Co., Limited.
Ousang, British steamer, 1,757, Young, Oct. 5, at Jardine, Matheson & Co.
Phuacang, German str., 1,021, Calder, Oct. 7, at A. R. Marty.
Salvia, British str., 600, Nasel, Oct. 1, at Arnold, Karberg & Co.
Suisun, British steamer, 1,776, Tadh, Oct. 6, at Jardine, Matheson & Co.
Taivan Maru, Jap. str., 1,482, Yoshikawa, Oct. 6, at Nippon Yusen Kaisha.
Thales, British str., 820, Rolson, Oct. 10, at Douglas Laiprak & Co.
Victoria, American str., 2,112, Pantou, Oct. 8, at Dulwell & Co., Limited.
Woosung, British str., 1,109, Dowson, Oct. 4, at Butterfield & Swire.
Yorihime Maru, Jap. str., 2,226, Namamikawa, Oct. 9, at J. S. VAN BUREN.

HER BRITANNIC MAJESTY'S SHIPS IN THE CHINA SQUADRON.

Alacrity, despatch-boat, 1,790 tons, 10 guns, 3,000 h.p., Comdr. C. G. F. M. Cradock, at Shanghai.
Albatross, sloop, 1,050 tons, 6 guns, 1,100 h.p., Comdr. R. H. Johnston Stewart, at Taku.
Aethusa, cruiser, 4,390 tons, 10 guns, 5,000 h.p., Captain J. Starin, at Shanghai.
Argonaut, battleship, 11,000 tons, 16 guns, 10,500 h.p., Capt. G. H. Cherry, R.N., at Hongkong.
Aurora, cruiser, 5,600 tons, 12 guns, 5,500 h.p., Capt. E. H. Bayly, at Weihaiwei.
Barbaric, battleship, 10,500 tons, 14 guns, 13,000 h.p., Capt. G. J. S. Warrand, at Taku.
Bonaventura, cruiser, 4,390 tons, 18 guns, 9,000 h.p., Capt. J. C. Savile, at Shanghai.
Brisk, cruiser, 6 guns, 5,600 h.p., Comdr. Sir B. B. Wrey, Bart., at Singapore.
Britannia, gunboat, 710 tons, 6 guns, 1,300 h.p., Lieut.-Comdr. Philip Walter, at Canton.
Centurion, battleship, 10,500 tons, 14 guns, 13,000 h.p., Capt. J. B. Jellicoe, at Woosung.
Daphne, sloop, 1,140 tons, 8 guns, 2,000 h.p., Comdr. C. Warrington-Lugem, at Wuhu.
Dido, cruiser, 2nd class, 5,600 tons, 11 guns, 9,000 h.p., Capt. F. F. Tildard, at Shanghai.
Endymion, cruiser, 7,340 tons, 12 guns, 10,000 h.p., Capt. G. A. Callaghan, at Taku.
Esk, sloop, 363 tons, 3 guns, 200 h.p., Lieut. and Comdr. C. Chidwick, at Hankow.
Fame, torpedo-boat destroyer, 380 tons, 6 guns, 5,700 h.p., Lieut. and Comdr. Roger Keyes, at Shanghai.
Firebrand, gunboat, 455 tons, 4 guns, 360 h.p., in reserve, at Hongkong.
Goliath, battleship, 12,550 tons, 16 guns, 13,500 h.p., Capt. Lewis E. Wintz, at Shanghai.
Handy, torpedo-boat destroyer, 260 tons, 6 guns, 4,000 h.p., Lieut. and Comdr. G. H. Holden, at Hongkong.
Hart, torpedo-boat destroyer, 290 tons, 6 guns, 4,000 h.p., Lieut. and Comdr. J. G. Armstrong, at Shanghai.
Heron, cruiser, 4,360 tons, 10 guns, 9,000 h.p., Capt. R. S. D. Cunningham, at Nanking.
Humber, storeship, 1,640 tons, Comdr. H. J. Davidson, at Weihaiwei.
Isis, cruiser, 2nd class, 5,650 tons, 11 guns, 9,600 h.p., Capt. G. M. Henderson, at Amoy.
Janus, torpedo-boat destroyer, Lieut. and Comdr. R. G. Corbett, left England.
Linnets, gun-vessel, 750 tons, 6 guns, 870 h.p., Comdr. Wm. V. Smythe, at Kinkiang.
Lizard, gunboat, 715 tons, 6 guns, 1,000 h.p., Lieut. John C. Watson, at Shanghai.
Marathon, cruiser, 2,950 tons, 6 guns, Capt. John G. M. Field, at Hankow.
Mohawk, cruiser, 1,770 tons, 6 guns, 3,500 h.p., Capt. F. W. Freeman, at Hongkong.
Orlando, cruiser, 5,600 tons, 12 guns, 8,500 h.p., Capt. J. H. T. Burke, at Taku.
Otter, torpedo-boat destroyer, Lieut. and Comdr. H. D. Wilkin, D.S.O., at Hongkong.
Peacock, gunboat, 775 tons, 6 guns, 1,200 h.p., Lieut.-Comdr. C. P. R. Code, at Weihaiwei.
Phoenix, sloop, 1,015 tons, 6 guns, 1,400 h.p., Comdr. R. G. Emser, at Taku.
Pigmy, gunboat, 755 tons, 6 guns, 1,200 h.p., Lieut.-Comdr. J. F. E. Green, at Woosung.
Plaque, cruiser, 3,600 tons, 8 guns, 7,000 h.p., Capt. H. C. Reynolds, at Hankow.
Plover, gunboat, 455 tons, 4 guns, 1,200 h.p., Lieut.-Comdr. Cowper, at Shanghai.
Protector, gunboat, 920 tons, Captain W. R. Creswell, C.M.G., at Shanghai.
Redpoll, gunboat, 855 tons, 6 guns, 720 h.p., Lieut.-Comdr. Chas. F. Corbett, Shanghai.
Robin, river gunboat, 85 tons, 2 guns, 240 h.p., Lieut.-Comdr. Godfrey G. Webster, West River.
Rosario, sloop, 980 tons, 6 guns, 1,400 h.p., Comdr. A. W. Hamilton, at Chinkiang.
Sandpiper, river gunboat, 85 tons, 2 guns, 240 h.p., Lieut.-Comdr. Carr, West River.

Ships, river gun-boat, 85 tons, 2 guns, 240 h.p., Lieut.-Comdr. Chinkiang, at Weihaiwei.
Swift, gun-vessel, 756 tons, 6 guns, 870 h.p., in reserve, at Hongkong.
Tamar, receiving ship, 4,601 tons, 6 guns, Comdr. Francis Powell, C.B., at Hongkong.
Terrible, 1st class cruiser, 14,200 tons, 30 guns, Capt. Percy M. Scott, C.B., at Weihaiwei.
Tweed, gunboat, 362 tons, 3 guns, 200 h.p., in Reserve, at Hongkong.
Udaimed, armoured cruiser, 5,600 tons, 12 guns, 6,500 h.p., Capt. A. C. Clarke, at Shanghai.
Walrus, cruiser, 2,460 tons, 8 guns, Capt. Noel, at Kinkiang.
Waterwitch, surveying ship, 620 tons, 450 h.p., Lieut.-Comdr. W. O. Lync, at Shanghai.
Whiting, torpedo-boat destroyer, 360 tons, 6 guns, 5,800 h.p., Lieut. and Comdr. Mackenzie, Shanghai.
Wivern, coast defence ship, armoured, 2,750 tons, 4 guns, 1,000 h.p., at Hongkong.
Woodcock, gunboat, 150 tons, 2 guns, 550 h.p., Lieut. and Comdr. H. W. R. Watson, on Yangtze.
Woodlark, gunboat, 150 tons, 2 guns, 550 h.p., Lieut.-Comdr. H. E. Hillman, on Yangtze.

FOREIGN MEN-OF-WAR ON THE CHINA AND JAPAN STATION.

Admiral, Portuguese cruiser, Capt. Antonio J. d'Oliveira, at Hongkong.
Admiral Korniloff, Russian protected cruiser, 35 guns, 9,000 h.p., Capt. Jakovlev, at Taku.
Admiral Nakhimoff, Russian cruiser, 9,000, Capt. Visvolovsky, at Tientsin.
Albatross, American gunboat, Ensign D. W. Knox, at Zambouanga.
Albatross, Russian gunboat, 8 guns, 1,200 h.p., Capt. Biskis, at Vladivostok.
Alouette, French cruiser, 300, Lieut. Acorn, at Shanghai.
Asahi, Japanese battleship, 15,200 tons, 50 guns, 15,000 h.p., Capt. Misa, at Hongkong.
Aspern, Austrian cruiser, Capt. Wm. Weber, at Shanghai.
Aspie, French gunboat, 6 guns, 453 h.p., Capt. Journeux, at Bangkok.
Baldern, American protected cruiser, 10 guns, 4,413 h.p., Capt. J. M. Forsyth, at Spore.
Basso, American gunboat, Naval Cadet J. W. Greenfield, at Manila.
Bennington, American gunboat, 6 guns,

POST OFFICE NOTICES.

Farco Mails for Europe, &c., per *S. S. Bengal*, will close at 3 p.m. on Friday, the 12th inst. The *Chusan*, with the English Mail of the 14th September, left Singapore on Sunday, the 7th inst. at 1 p.m., and may be expected here on or about Friday, the 12th inst. This Packet brings replies to letters dispatched from Hongkong on 14th August.

The *Doric*, with the American Mail of the 15th Sept., left Yokohama on Thursday, the 4th inst., at daylight, and may be expected here on or about Friday, the 12th inst.

MAILS WILL CLOSE.

FOR	PER	DAY AND HOUR.
Kobe	Tokyo Maru	Thursday, 11th, 5.00 P.M.
Swatow	Thales	Thursday, 11th, 5.00 P.M.
Hankow	Hongkong	Friday, 12th, 9.00 A.M.
Hankow	Hailong	Friday, 12th, 9.00 A.M.
Singapore, Sourabaya and Samarang	Onseng	Saturday, 13th, 10.00 A.M.
SHANGHAI, NAGASAKI, KOBÉ, YOKOHAMA, HONOLULU and SAN FRANCISCO	China	Registration, 9.45 A.M. (Supplementary mail on board up to the time fixed for departure of the mail. Extra postage 10 cents.)
EUROPE, &c., India via Taticorin	Benqul	Registration, 9.45 A.M. (Supplementary mail on board up to the time fixed for departure of the mail. Extra Postage 10 cents.)
Manila	Loonyang	Monday, 15th, 3.00 P.M.
Shanghai, Moji, Kobe, Yokohama, Victoria and Tacoma	Victoria	Tuesday, 16th, 11.00 A.M.
Singapore, Penang and Calcutta	Suinyang	Tuesday, 16th, 11.00 A.M.
EUROPE, &c., India via Taticorin	Sachsen	Registration, 10.00 A.M. (Registration, with late fee of 10 cents, up to 10.45 A.M.)
EUROPE, &c., India via Taticorin	Loos	Registration, 10.00 A.M. (Registration, with late fee of 10 cents, up to 10.45 A.M.)
SHANGHAI, NAGASAKI, KOBÉ, YOKOHAMA, VICTORIA and VANCOUVER, B.C.	Empress of China	Registration, 10.00 A.M. (Registration, with late fee of 10 cents, up to 10.45 A.M.)
EUROPE, &c., India via Taticorin	Malta	Registration, 10.00 A.M. (Registration, with late fee of 10 cents, up to 10.45 A.M.)

TO-DAY.
Meeting of Union Insurance Society of Canton, 1, Queen's Buildings, noon.
Meeting of the St. Mary Magdalene Chapter, 9 p.m.

COMMERCIAL.
CLOSING QUOTATIONS.

WEDNESDAY, 10th October.	
ON LONDON—	Telegraphic Transfer 2/0 1/2
Bank Bills on demand 2/0 1/2	
Bank Bills at 30 days sight 2/0 1/2	
Bank Bills at 4 months sight 2/1 1/2	
Credits at 4 months sight 2/1 1/2	
Documentary Bills, 4 months sight 2/1 1/2	
ON PARIS—	Bank Bills on demand 2.60 1/2
Credits at 4 months sight 2.66	
ON GERMANY—	On demand 2.12
ON NEW YORK—	Bank Bills on demand 50 1/2
Credits, 60 days sight 51 1/2	
ON BOMBAY—	Telegraphic Transfer 155
Bank on demand 155 1/2	
ON CALCUTTA—	Telegraphic Transfer 155
Bank on demand 155 1/2	
ON SHANGHAI—	Bank at sight 71 1/2
Private, 30 days sight 72 1/2	
ON YOKOHAMA—	On demand 1 1/2 p.c. dis.
ON MANILA—	On demand 1 p.c. pm.
ON SINGAPORE—	On demand 1 p.c. pm.
ON BATAVIA—	On demand 124 1/2
ON HAITHONG—	On demand 21 p.c. pm.
ON SAIGON—	On demand 2 p.c. pm.
ON HONGKONG—	On demand 60
SOVEREIGNS, Bank's Buying Rate 3.60	
GOLD LEAF, 100 fine, per tael 50 7 1/2	
BAR SILVER, per oz 20 1/2	

OPIUM.

Quotations are—	Allow 10c net to 1 catty.
Malwa New	to 8800 per picul.
Malwa Old	to 8870
Malwa Older	to 8890
P. P. per wrapped	8870
Persian fine quality	8910
Persian extra fine	8950
Fatma New	to 8977 1/2
Fatma Old	to 8977 1/2
Bemas New	to 8965
Bemas Old	to 8965

VESSELS EXPECTED.

THE ENGLISH MAIL.
The P. & O. steamer *Doric* left Singapore for this port on the 7th inst. at 1 p.m. with the outward English mails, and is due here to-morrow, at about 3 p.m.

THE AMERICAN MAIL.
The O. & C. steamer *Doric*, with mails from San Francisco to the 15th ult., via Honolulu, has arrived at Yokohama, and left for this port on Thursday morning, the 4th inst., via Inland Sea, Kobe, Nagasaki and Shanghai.

The T. K. K. steamer *Nippon Maru*, with mails, &c., left San Francisco for this port via Honolulu, Yokohama, Inland Sea, Kobe, Nagasaki and Shanghai on the 2nd inst.

The P. M. steamer *City of Rio de Janeiro*, with mails, &c., left San Francisco for this port via Honolulu, Yokohama, Inland Sea, Kobe, Nagasaki and Shanghai on the 2nd inst.

THE GERMAN MAIL.
The Imperial German Mail steamer *Bayern*, carrying the German mails with dates from Berlin of the 17th Sept., left Cologne on Friday, p.m., the 15th inst., and may be expected here on or about Wednesday, the 17th inst.

THE AUSTRALIAN MAIL.
The E. & A. steamer *Eastern*, from Sydney, left Port Darwin on the 3rd inst. for Timor, Manila and this port.

MERCHANT STEAMERS.
The O. S. S. steamer *Tantalus* left Singapore on the 7th inst., and is due in Hongkong on the 12th inst.

JOINT STOCK SHARES.

Stocks.	No. of Shares.	Issue Value.	PAID UP.	LAST DIVIDEND.	CLOSING QUOTATIONS.
BANKS.					
Hongkong and Shanghai Banking Corporation	80,000	\$125	\$125	30/- div. at 1/11/10—\$16.05 per share for 1st half year 1900.	314 p. c. pr.—\$517 1/2
Bank of China & Japan, Ltd.	100,875	48	48	None	43. 55.
Do. Deferred	1,250	41	41	2 1/2 for 1899	\$26, buyers
National Bank of China, Ltd.	10,070 A	210	210	2 1/2 for 1899	\$26, buyers
Do. Founders' Shares	29,545 B	41	41	None	\$20.
MARINE INSURANCES.					
Union Ins. Society, Ltd.	10,000	\$250	\$250	35 p. c. for 1898	\$265, buyers
China Traders Ins. Co., Ltd.	24,000	\$38.33	\$38	10 p. c. for 1898 and 30 p. c. for 1899	\$265, buyers
North China Ins. Co., Ltd.	5,000	\$100	\$25	10 p. c. for 1898	\$116. 105.
Yangtze Ins. Assoc., Ltd.	8,000	\$100	\$25	10 p. c. for 1898	\$121, sellers
Canton Insurance Office, Ltd.	10,000	\$250	\$250	10 p. c. for 1898	\$135, buyers
Straits Insurance Co., Ltd.	30,000	\$100	\$25	5 p. c. for 1898	\$1.
FIRE INSURANCES.					
Hongkong Fire Ins. Co., Ltd.	8,000	\$250	\$250	\$27 for 1898	\$295, buyers
China Fire Ins. Co., Ltd.	20,000	\$100	\$25	\$8 for 1898	\$77, buyers
SHIPPING.					
Hongkong, Canton and Amoy S. S. Co., Ltd.	80,000	\$15	\$15	\$1.50 for half year ended 30/6/1900	\$31 1/2, buyers
Indo-China S. S. Co., Ltd.	60,000	\$10	\$10	10 p. c. for 1898 and 20 p. c. for 1899	\$98, buyers
China & Manila S. S. Co., Ltd.	6,000	\$50	\$20	20 p. c. for 1899	\$55, sellers
Douglas Steamship Co., Ltd.	20,000	\$50	\$50	12 p. c. for year ending 30/6/1900	\$41, sales & buyers
China Mutual S. S. Co., Ltd.	20,000	\$10	\$10	Int. of 3 p. c. per cent on a/c of 1900.	\$10 1/2, buyers
Do. Ordinary	20,000	\$10	\$10	Int. of 5 p. c. per cent on a/c of 1900.	\$2, buyers
Do. do.	20,000	\$10	\$10	Int. of 10 p. c. per cent on a/c of 1900.	\$18, buyers
Star Ferry Co., Limited	10,000	\$10	\$10	\$1.05—12 p. c. for 1898	\$41, sellers
Shell Transport & Trading Co., Limited	2,000,000	21	21	Int. of 5 p. c. per cent on account of 1900.	\$2 1/2.
REFINERIES.					
China Sugar Refining Co., Ltd.	20,000	\$100	\$100	Int. of 5 p. c. per share on a/c 1900	\$110, sellers
Luzon Sugar Refining Co., Ltd.	7,000	\$100	\$100	\$3 for 1899	\$35, buyers
MINING.					
Panjo Mining Co., Ltd.	60,000	\$8	\$8	None	\$31, sellers
Do. Preference	30,000	\$1	\$1	None	90 cents, sellers
Societe Fran. des Char. bouillies du Tonkin	16,000	Fr. 250	Fr. 250	None	\$250, buyers
Queens Mines, Limited	400,000	25 cts.	25 cts.	None	10 cents, sales & sels.
Jelatu Mining and Tramway Company, Ltd.	45,000	\$5	\$5	None	\$8, sellers
Batu Awarau Gold Mining Co., Limited	200,000	\$1	\$1	1 s'ling 5 cts, 10th div. on 7/7/00	\$55.
Oliver's Freehold Mines, Limited	15,000	\$5	\$5	None	\$2.
Great Eastern and Cal. Gold Mining Co., Ltd.	110,000	\$4	\$4	First year	\$1.50, sellers
Do. Preference	70,000	\$1	\$1	None	15 cents, sellers
DOCKS, WHARVES, &c.					
Hongkong and Whampoa Dock Co., Limited	12,500	\$125	\$125	Spec. & 10 p. c. bonus for 1899 ended 30/6/1900	645 p. c. pr.—\$500 1/2
Hongkong and Kowloon Wharf and G. Co., Ltd.	30,000	\$50	\$50	Int. of 5 p. c. per cent on account of 1900.	\$85, ac's
Wanchai Warehouse and Storage Co., Ltd.	2,000	\$100	\$37 1/2	Int. of 5 p. c. per cent on account 1900—22 p. c. for 1899	\$60, sales & buyers
New Amoy Dock Co., Ltd.	6,000	\$61	\$61	22 p. c. for 1899	\$20 1/2, sellers
LANDS, HOTELS & BUILDINGS.					
Hongkong Land Investment and Agency Co., Ltd.	50,000	\$100	\$100	Int. \$3 on account 1900	\$182, buyers
Kowloon Land & B. Co., Ltd.	6,000	\$50	\$50	\$13 for 1899	\$150, buyers
West Point Building Company, Limited	12,500	\$50	\$50	Int. \$1.50 on acct. 1900	\$51 1/2, sellers
Hongkong Hotel Company, Limited	12,000	\$50	\$50	10 p. c. for half year ended 30/6/1900.	\$110.
Humphreys Est. & Fin. Co.	55,000	\$10	\$10	5 p. c. for 1899.	\$11, buyers
COTTON MILLS.					
Ewo Cotton, Spinning & Weaving Co., Ltd.	17,500	Ts100	Ts100	3 1/2 p. c. for period ending 31/10/97	Ts. 50
Internat. Cot. Mfg. Co., Ltd.	10,000	Ts100	Ts100	3 p. c. on account '98	Ts. 50
Loan-lung-mow Cotton Spinning & Weav. Co., Ltd.	8,000	Ts100	Ts100	3 p. c. on account '98	Ts. 50
Soy Chee Cotton Spinning Company, Ltd.	2,000	Ts600	Ts600	4 p. c. for period ending 31/12/97.	Ts. 375
Yahloong Cot. Spin. Co., Ltd.	7,500	Ts100	None	None	Ts. 40
Hongkong Cotton Spin. & Weav. & Dye Co., Ltd.	12,000	\$100	\$100	None	\$10, sellers
MISCELLANEOUS.					
Green Island Cement Co., Ltd.	50,000	\$10	\$10	10 p. c. for 1900 on Capt.	\$101.
China Borneo Co., Ltd.	7,500	\$20	\$15	None	\$90, buyers
A. S. Watson & Co., Ltd.	60,000	\$10	\$10	Final of 6 p. c. making 11 p. c. for '99	\$15.60, buyers
Hongkong Electric Co., Ltd.	30,000	\$10	\$10	70 cents per share.	\$104, sellers
Hongkong and China Gas Company, Limited	7,000	\$10	\$10	9 p. c. for 1899	\$118.
Hongkong Rope Mfg. Co., Ltd.	10,000	\$25	\$25	\$10 for 1898	\$170, buyers
Geo. Fenwick & Co., Ltd.	6,000	\$25	\$25	15 p. c. for 1899	\$52, sales
Hongkong Ice Co., Ltd.	5,000	\$25	\$25	Int. \$2 p. c. on acct. 1900	\$106, buyers
Hongkong High Level Tramways Co., Ltd.	1,250	\$100	\$100	\$12 for year ended 30/6/1900	\$170, buyers
Dairy Farm Co., Ltd.	10,000	\$71	\$71	6 p. c. for 1899 and 31/7/99	\$8, buyers
Campbell & Co., Ltd.	2,000	\$25	\$25	\$20 for 1899	\$8.
Hk. & China Bakery Co., Ltd.	600	\$50	\$50	15 p. c. for 1899	\$20.
Campbell, Moore & Co., Ltd.	1,200	\$10	\$10	12 p. c. for 1899	\$14, sellers
Bell's Asbestos & Agcy. Ltd.	10,000	\$1	\$1	75 c. per share for 1899	\$8.
United Asbestos Oriental Agency, Limited	9,900 ordy.	\$10	\$10	\$20 for year ended 31/12/99	\$29.
Tobacco Planting Co., Ltd.	20,000	\$20	\$20	None	\$5, sellers
China Provident Loan & Mortgage Co., Ltd.	60,000	\$20	\$20	80 cents for period ending 31/12/99	\$9.50, sellers
Watkins, Limited	10,000	\$10	\$10	8 p. c. for 1899	\$9, sellers
Universal Trading Co., Ltd.	60,000	\$20	\$20	None	\$51, buyers

J. Y. VERNON, BROKER.

PEERLESS SCOTS WHISKIES.

HAIG & HAIG, LD., DISTILLERS SINCE 1679.

3 Star, SPECIAL—The finest of all "Peg" WHISKIES at \$13.00

5 Star, LIQUEUR—Exquisite, best in the World for Club or Private use at \$19.00

Stop drinking rank, smoky stuff, because it comes through the SOLE.

Try HAIG & HAIG'S WHISKIES: pure, mellow, natural, non-smoky, delicate flavoured. Once tried, preferred to all others. Sole Agents for Hongkong.

F. BLACKHEAD & Co.

NOTICE.

IT having come to my knowledge that a person known as A. RITCHIE, of RITCHIE & Co., has answered my "Call Flag," and represented himself as being authorised by me to supply steamers with fresh water on my behalf and in consequence of such misrepresentation did actually supply one steamer, all my shipping friends will please note that the said A. RITCHIE or his firm have absolutely no authority to act on my behalf or use my name in any way, nor are they connected with my Steam Waterboat business in any manner whatever.

J. W. KEW.

Hongkong, 8th October, 1900. [2608]

NOTICE.

THE "BOA VISTA" HOTEL have been appointed AGENTS for the Hongkong Daily Press, Hongkong Weekly Press, and the Chronicle and Directory for China, Japan, &c., at Macao, and they are authorised to collect all accounts due to the Daily Press Office on and after this date.

A. CUNNINGHAM, Manager.

Hongkong, 4th October, 1900. [2578]

SURGEON DENTIST.
No. 10, D'AGUIAR STREET.

TERMS VERY MODERATE.
Consultation Free.

Hongkong, 23rd September, 1891. [2492]

TO SHIPMASTERS.

ENQUIRE where your FRESH WATER is obtained by the Water Boats, as FOUL WATER is the cause of much Sickness on board Ship.

We are the ONLY WATER BOAT COMPANY in HONGKONG EXCLUSIVELY supplying FILTERED WATER.

CALL FLAG W.

STEAM WATER BOAT COMPANY.
Hongkong, 9th October, 1895. [1763]

BOMBAY-BURMAH TRADING CORPORATION, LIMITED.
BANGKOK AND RANGOON.

TEAK SQUARES, PLANKS, BOARDS and SCANTLINGS, PLANNED, TONGUED, and GROOVED BOARDS, FOR FLOORING, CEILING, WALLING, &c. TEAK SHINGLES for ROOFING.

PINKADEO RAILWAY SLEEPERS for all GAUGES.

Reqs. Supplied and Orders Booked by JARDINE, MATHESON & CO.
Hongkong, 3rd May, 1895. [1683]

AMERICAN SYSTEM OF DENTISTRY
AT
No. 38, QUEEN'S ROAD CENTRAL.
CHADWICK KEW
(LATE OF POATE & NOBLE).
Hongkong, 15th September, 1899. [2419]

THE WEATHER.

CHINA COAST METEOROLOGICAL REGISTER, 9th OCTOBER, P.M.

CHINA COAST METEOROLOGICAL REGISTER, 9th OCTOBER, P.M.							
STATION.	Hour.	Baromet. at foot reduced to sea level and corrected for temp.	Therm. in shade.	Therm. at surface of sea.	Therm. at bottom of sea.	Wind direction.	Wind force.
Livestock	2 p.						
" kyo	"	30.03	78	78	78	NW	2
" eni	"	30.79	80	80	80	SW	4
" sasaki	"	30.72	80	80	80	SW	4
" goshima	"	30.79	80	80	80	W	0
" tsukuru	1 p.	30.19	79	79	79	NW	4
" ichu	"	30.05	78	78	78	W	0
" 	"	30.06	78	78	78	W	0
" 	"	30.06	78	78	78	W	0
" 	"	30.09	78	78	78	SE	4
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" 	"	30.09	78	78	78	SE	4
" 	"	30.09	78	78	78	SE	4
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